



Central Coast Division/Administration
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July 21, 2003

Mr. Bill Blake
AMS Planning and Research
915 D Street
Petaluma, CA 94952

Re.: Monterey Bay National Marine Sanctuary Visitor Center Site Feasibility Comparison
Study—Cultural Resources (revision of letter report submitted 6/12/03)

Dear Bill:

This letter documents studies conducted by Pacific Legacy to evaluate potential constraints associated with cultural (historical) resources that could affect development of a Monterey Bay National Marine Sanctuary Visitor Center at any of four locations currently under consideration. The four locations are the "Fun Spot" and Beach Boardwalk sites in the City of Santa Cruz; Seacliff State Beach in Aptos, Santa Cruz County; and Monterey Historic Train Depot in the City of Monterey. An archival and literature review was conducted to determine if any previously recorded cultural resources are known at any of the locations. This relied primarily on records and background materials already in possession of Pacific Legacy from past projects and derived from the Northwest Information Center of the California Historical Resources Inventory System. An archaeological reconnaissance was completed at appropriate sites (Seacliff and Monterey). The following paragraphs outline the potential considerations associated with cultural resources that could bear on development planning at the four sites.

This analysis addresses primarily the potential responsibilities of the National Oceanic and Atmospheric Administration (NOAA) under the National Historic Preservation Act of 1966 (NHPA), as amended and implemented by regulations at 36 CFR Part 800. NOAA may be responsible for complying with other statutes and regulations (e.g., California Environmental Quality Act [CEQA]; California Coastal Act; City of Santa Cruz ordinances and policies) but as a federal agency it is required to address potential effects on any historic properties associated with the proposed visitor center development per the NHPA. Compliance with NHPA review requirements may substantially satisfy NOAA historic preservation requirements under other state and local laws, ordinances and regulations.

THE FUN SPOT (City of Santa Cruz)

There are no previously recorded archaeological or other historical resources at this location. Historic houses (i.e., more than 50 years old) and a railroad bridge previously determined eligible for listing in the National Register of Historic Places (NRHP) are nearby, however, and could be indirectly affected by construction of a new building to house a visitor center. The Fun Spot is in an area of the City of Santa Cruz associated with early commercial (wharf, railroad, stores), beachside recreation development (cabins, hotels, etc.), and residential properties. The Fun Spot itself does not have any known historic properties directly associated with it (i.e.,



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within the limits of the property). The potential to encounter archaeological resources is considered slight although a direct surface examination for such resources is not possible because of paving and past alteration of the parcel. A recent study (Lehman 2002) provides an excellent context for evaluating the potential of a Fun Spot development to affect historic properties because it provides an inventory and evaluation of the significance of properties in the immediate vicinity of the Fun Spot.

Potential cultural resources issues associated with the Fun Spot location are assessed as follows.

Archaeological: There are no previously recorded archaeological resources on the parcel. Considering the environmental setting and past development of the property it is unlikely that prehistoric archaeological resources exist but the potential for encountering either prehistoric or historic archaeological resources below the present ground surface cannot be entirely discounted.

Should the Fun Spot be selected for development, prudent actions could entail either subsurface exploration for archaeological resources prior to development or archaeological monitoring of construction-related excavations.

Historic Buildings and Structures: There are no buildings or structures on the property. The nearby West Cliff Drive Bridge has been evaluated as eligible for listing in the National Register of Historic Places in 1985. The Looft Carousel and Roller Coaster on the Santa Boardwalk were listed in the NRHP in 1987 and are also near and visible from the prospective site. The City of Santa Cruz (reference?) has expressed concern that any development of the Fun Spot take into consideration effects on the views and setting of nearby properties so as to eliminate or minimize alteration of the view corridors associated with those properties or their setting. The West Cliff Drive Bridge has been mentioned specifically by City representatives, although it is not clear that the property is significant for any qualities other than engineering features incorporating use of a Howe pony truss in the design and construction of the bridge.

Development of a Visitor Center at the Fun Spot should take into consideration the indirect effects (i.e., alteration of setting and visual corridors) on nearby historic properties including properties that are of local significance as defined by the City of Santa Cruz. Efforts should be made in the design of any building for the location to minimize or eliminate, if possible, adverse effects to visual and other aspects of the setting of the historic built environment.

THE BEACH BOARDWALK

This proposed location involves developing space within the existing building that houses the Coconut Grove and other attractions at the Boardwalk. It does not involve either the NRHP-listed Looft Carousel or Roller Coaster and the exterior of the building under consideration



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apparently would not be altered. The Cocoanut Grove and arcade building is itself not considered historic although an evaluation of the structure may be appropriate if it is more than 50 years old and proposed alterations could affect any elements of the structure contributing to its significance. No archaeological properties would be involved because development would take place exclusively within an existing building.

Based on present information there do not appear to be any cultural resource related issues associated with this property.

SEACLIFF STATE BEACH

There are two previously recorded archaeological resources (CA-SCR-201 and SCR-264) but no historic buildings or structures associated with this three-acre potential development area at Seacliff State Beach. An archaeological reconnaissance of the entire parcel was made by Thomas L. Jackson, Ph.D. and no archaeological resources were observed in the area that could be used for a Visitors Center. The entire parcel appears to have sustained grading as well as development of parking areas, a maintenance facility and roadways for the park. The potential to encounter archaeological resources seems very slight because the area appears to have been graded to subsoil depths. The two previously recorded archaeological sites are either outside areas that could be developed (CA-SCR-201) or have not been confirmed to be actual archaeological resources (CA-SCR-264) (State of California 1990).

Based on present information there do not appear to be any cultural resource-related issues associated with this property.

MONTEREY HISTORIC TRAIN DEPOT

The Southern Pacific Railroad Passenger Depot building is proposed as a potential Visitor Center. The building would be modified to accommodate this new use, although the extent to which such modification would be necessary are not fully known. The depot has been evaluated as meeting the criteria for listing in both the NRHP and the California Register of Historical Resources (CRHR) (EMC 2002) although it does not appear that the California State Historic Preservation Officer (SHPO) has formally concurred in the evaluation. The depot building is also recognized to be historic by the City of Monterey.

No previously documented archaeological resources are known on the depot parcel. An archaeological reconnaissance of the area around the depot building was made by Thomas L. Jackson, Ph.D. and while no evidence of archaeological remains was found on the depot property itself, what appear to be prehistoric archaeological remains (midden) were observed on an adjacent parcel just northwest of the depot building. This suggests the potential to encounter



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archaeological deposits in the immediate vicinity of the depot building during any excavations made for developments associated with the Visitor Center.

Potential cultural resource issues associated with the depot site are assessed as follows.

Historic Buildings and Structures: The Southern Pacific Railroad Passenger Depot Building has been evaluated as eligible for listing in the NRHP and CRHR (EMC 2002). As part of its compliance with the NRHP and consistent with regulations implementing Section 106 of the Act (36 CFR Part 800), NOAA would need to make a formal evaluation of the building and seek SHPO concurrence in its NRHP eligibility if formal concurrence in a determination of eligibility has not already been made. NOAA would then need to assess the potential effects of the remodeling of the depot to suit the needs of the Visitor Center, seek SHPO comment on potential effects of any alterations that could affect historically significant attributes of the building, and propose to resolve any adverse effects to the historic depot. Note, however, that if SHPO does not concur that the property is eligible for NRHP listing NOAA would have no obligations under the NHPA to address project effects under that statute. NOAA obligations under CEQA or other state and local laws, ordinances and regulations would have to be considered in light of SHPO's determination of significance. Note too, that a property determined eligible for NRHP listing is automatically eligible for CRHR listing. However, some properties that may not qualify for NRHP listing may still qualify for CRHR listing and managed according to CEQA Guidelines at Section 15064.6.

REFERENCES CITED

EMC Planning Group Inc.

2002 Draft Environmental Impact Report, Catellus Properties Phased Improvement Plan (State Clearinghouse No. 2002021062). Prepared for City of Monterey.

Lehman, Susan C.

2002 Historic Property Survey Report: City of Santa Cruz Depot Site Multimodal Center and Park. Prepared for City of Santa Cruz. Report on file, California Department of Transportation, District 05, San Luis Obispo.

State of California

1990 Seacliff State Beach General Plan. State of California, The Resources Agency, Department of Parks and Recreation.



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Should you have any questions regarding this assessment please contact Thomas L. Jackson, Ph.D. at 831.423.0588 x 15 or via e-mail at jacksontom@pacificlegacy.com.

Sincerely,

Thomas L. Jackson, Ph.D.